

CITY CHINIAN

Established February, 1845.

Vol. XLIV. No. 7035.

流九月二年八十八百八千一英

HONGKONG, THURSDAY, FEBRUARY 9, 1888.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALCAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STRETT & CO., 30, Cornhill, GOLDFORD & CORON, Ludgate Circus, E.C. BATES HARDY & CO., 37, Walbrook, E.C. SAMUEL DRAGO & CO., 150 & 154, London Wall Street, W.M. WILLS, 15, Cannon Street, E.C. PARIS.—ARMED PRINCE & CO., 36, Rue Lafitte, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GOLSON & GOODE, Melbourne and Sydney. GUYANA.—W. M. SMITH & CO., THE ANTHOPOLOGICAL CO., Calcutta. SINGAPORE, STRAITS, &c.—SAILEY & CO., Square, Singapore. C. HEINSSEN & CO., Manila. CHINA.—MACAO, F. A. DE CRUZ, S. T. QUELCH & CO., Amoy; N. MOALLE, Foochow, HENRY & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. 2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager, Hongkong, September 1, 1884. 764

HONGKONG & SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL.....\$7,500,000 RESERVE FUND.....\$3,500,000 RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS. Chairman—Hon. JOHN BELL IRVING. Deputy Chairman—W.H. FORBES, Esq. O. D. BOTTOMLEY, Hon. A.P. MCLEWEN, Esq. S. C. MICHAELSEN, Esq. W.G. BRODIE, Esq. H. L. DALRYMPLE, Esq. J.S. MORE, Esq. L. POENINGER, Esq. R. HOPPIUS, Esq. E.A. SOLOMON, Esq. B. LATTON, Esq.

CHIEF MANAGER. THOMAS JACKSON, Esq. HONGKONG,....EWEN CAXMOR, Esq. LONDON BANKERS.—London and County Bank

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance. On Fixed Deposits:— For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED. Credit granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager, Hongkong, January 25, 1888. 363

NOTICES OF FIRMS. NOTICE. WE have closed the FOOCHOW BRANCH of our firm on the 31st ultimo, and transferred our business at that port to MR. GUSTAV SIEMSEN. SIEMSEN & CO. Hongkong, January 28, 1888.

I HAVE this day established myself at this port as MERCHANT and COMMISION AGENT under the name and style of G. SIEMSEN. Foochow, January 1, 1888. 149

NOTICE. M.R. M. GROTE has this day been admitted a PARTNER in our firm, CHATER & VERNON. Hongkong, January 1, 1888.

NOTICE. THE INTEREST and RESPONSIBILITY of the late Mr. RICHARD VON CARLOWITZ and his heirs in our firm ceased on the 31st December, 1887.

CARLOWITZ & CO. Hongkong, January 21, 1888. 112

Intimations.

JURY LIST—1888.

NOTICE is hereby given that Pursuant to the Provisions of Section 4 of Ordinance No. 24 of 1882, I have this DAY caused to be posted in the COURT HOUSE, to the intent of the Law, a List of ATT. MEN ascertained by me to be liable to serve as JURORS.

The said List will remain so posted for the term of one fortnight, in order that any Person may, as the case shall be, apply by Notice in writing to me requiring that his Name, or the Name of some other Person or Persons may be respectively either added to, or struck off, the said List, upon cause duly assigned in such Notice.

EDW. J. ACKROYD, Registrar.

Registry, Supreme Court, Hongkong, 1st February, 1888. 206

BANK HOLIDAY.

IN accordance with Government Notification No. 43 of 4th instant, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 13th Instant.

For the Chartered Mercantile Bank of India, London and China.—JOHN THURBURN, Manager, Hongkong.

For the Chartered Bank of India, Australia and China.—T. H. WHITEHEAD, Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation.—T. JACKSON, Chief Manager.

For the Comptoir d'Escompte de Paris.—J. ARRANGER, Acting Agent.

For the New Oriental Bank Corporation, Limited.—E. W. RUTTER, Manager, Hongkong.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 PER CENT. or \$1.40 per Share, declared at the ordinary Half-Yearly Meeting of Shareholders held this Day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 6th Instant.

SHAREHOLDERS are requested to apply at the Office of the Company for WARRANTS.

By Order of the Board of Directors,

F. HENDERSON, Acting Secretary.

Hongkong, February 4, 1888. 194

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 25th day of February current, at 12 o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1887.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, February 2, 1888. 182

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 11th (SATURDAY) to the 23rd day of February current (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, February 2, 1888. 182

HONGKONG. INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:— For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

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T. JACKSON, Chief Manager, Hongkong, January 25, 1888. 363

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CARLOWITZ & CO. Hongkong, January 21, 1888. 112

Business Notices.

LANE, CRAWFORD & CO.

FOR SALE.

Smith's Glasgow Tobaccos:

SMITH'S CUT NAVY.

SMITH'S FLAKED GOLD LEAF.

SMITH'S GLASGOW MIXTURE.

SMITH'S GOLDEN BIRDSEYE.
LANE, CRAWFORD & CO.

Hongkong, January 9, 1888. 51

VICTORIA HOTEL,
Fraser and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony, and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved, and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and judicious manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTEL is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, BILLIARD, BILLARD, and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABEE & HING KEE, Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & CO.

LADIES' AND CHILDREN'S WARM CLOTHING.

CASHMERE AND MERINO VESTS, CASHMERE AND MERINO COMBINATION GARMENTS.

CASHMERE HOSE, all sizes and colours. KNITTED WOOL PETTICOATS. KNITTED WOOL VESTS AND JACKETS. WOOL SHAWLS AND Hoods. KNITTED GAITERS AND BOOTAKINS. WOOL HATS AND TAM O' SHANTERS. (T R E P H O N E 21).

VICTORIA EXCHANGE, December 28, 1887. 2522

ROBERT LANG & CO., Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

(+) NEW WINTER GOODS.

LAMP'S WOOL and SHETLAND WOOL UNDERVESTS and PANTS, CARDIGAN JACKETS, Hand KNIT HOSE and ½-HOSE, CASHMERE MERINO and SILK ½-HOSE, BOOTS and SHOES from the best manufacturers. DRAB CLOTH SPATS. KID and WOOL-LINED GLOVES. TRAVELLING RUGS and SCOTCH PLAIDS. OVERLAND TRUNKS, PORTMAN TEAUS and HAND-BAGS, &c.

HONGKONG, January 3, 1888. 11

TAILORING:—OVER-COATINGS, SUITING, and TROUSERING in large Variety of Materials.

Hongkong, January 3, 1888. 11

STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is generally situated and within a few minutes' walk from the PRINCIPAL LANDINGS PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIPPIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIPPIN 50 CENTS. DINNER 75 CENTS.

WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 107

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that SCRIP CERTIFICATE NO. 1429, issued 22nd May, 1886, for ONE SHARE No. 2078 in the above Office, standing in the name of TONG YIHA of Swatow, has been LOST and should the same not be produced before the 19th instant, a NEW SCRIP-CERTIFICATE will be issued to the said TONG YIHA, and no transaction taking place under the said SCRIP-CERTIFICATE NO. 1429 will be recognised by the Office.

JARDINE, MATHEWS & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, February 4, 1888. 106

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

FORMERLY ARTICLED APPRENTICE and LATE ASSISTANT to Dr. ROBERTS.

A T the urgent request of his European patients and friends, he TAKEN OFF THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Despatched to Missionaries and families. Full Address:

2, DUDDELL STREET, Next to the New Oriental Hotel.

Hongkong, January 18, 1888. 11

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

Entertainments.

THEATRE ROYAL,
CITY HALL.
THE HONGKONG CHORAL
SOCIETY
WILL PERFORM
GILBERT & SULLIVAN'S OPERETTA
"THE SORCERER,"
THIS EVENING,
9th February, at 9 o'clock p.m.
Tickets may be obtained from Messrs.
Lane, Crawford & Co., and after Wednesdays,
1st February, at 9 a.m. Price, 82.
R. LYALL,
Acting Hon. Secretary.
Hongkong, February 9, 1888. 144

THEATRE ROYAL,
CITY HALL.
THE HONGKONG CHORAL
SOCIETY
WILL REPEAT THEIR PERFORMANCE
OF
"THE SORCERER,"
ON
SATURDAY,
the 11th February, 1888, at 9 p.m.
The Plan of the Theatre will be ready on
Messrs. Lane, Crawford & Co.'s on and
after Thursday, the 9th Instant, when
Tickets may be obtained. Price, 82.
R. LYALL,
Acting Hon. Secretary.
Hongkong, February 8, 1888. 205

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.
Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.
Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, December 2, 1887. 2349

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies issued at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 25, 1872. 496

To-day's Advertisements.



PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.

A N Emergency MEETING of the above
LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 13th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially invited.

Hongkong, February 9, 1888. 214

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

O N WEDNESDAY, the 22nd February,
1888, at noon, the Company's Steamship
YANGTSE, Commandant LOEMER,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London, as well as for Marseilles, and accep-

ted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 21st February, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX.

Agent.

Hongkong, February 9, 1888. 216

To-day's Advertisements.

HONGKONG AND WHAMPoa DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of
SHAREHOLDERS will be held in the
Offices of the Company, No. 14,
Praya Central, on MONDAY, the 27th
February instant, at 3 o'clock p.m., for the
purpose of receiving the Report of the
Directors, and Statements of Accounts to
the 31st December, 1887, and the increasing
of the number of the Directors of the Com-
pany to Nine.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 27th
February, both days inclusive.

By Order of the Board of Directors,
DAVID GILLIES,
Secretary.

Hongkong, February 9, 1888. 217

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
2,563 Tons Register, WATSON, Com-
mander, will be despatched for VAN-
COUVER, B.C., via KOBE and YOKO-
HAMA, on SATURDAY, the 25th
February, at 2 p.m.

To be followed by S.S. PARTHIA,
on the 15th March.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, the regular Steamers of the Pacific
COAST STEAMSHIP COMPANY and other
Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver ... Mexican \$160.00

To Victoria and San Francisco 175.00

To all common points in Can- 200.00

ada and the United States 300.00

To Liverpool ... 305.00

To Paris ... 305.00

To other European points at proportion-
ate rates. Special reduced rates granted
to Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Circular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 27th February.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, February 9, 1888. 141

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship
Orester,
Capt. HUTCHISON, will be
despatched as above on
WEDNESDAY, the 16th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWINE,

Hongkong, February 9, 1888. 216

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessel, during
their stay in Hongkong Harbour:—

ALICE ROWN, Hawaiian brig, Captain J.
Phillips.—Wieland & Co.

AMPHITRITE, Austro-Hungarian steamer,
Captain G. Gomisch.—Mulchers & Co.

B. P. CHINRY, American ship, Captain
Hughes.—Douglas, Lapraik & Co.

CENTENNIAL, American ship, Captain J.
M. Beards.—Russell & Co.

DOKTORHEA, German barque, Capt. H.
Moller.—Siemens & Co.

ENE, British barque, Capt. W. Sunmers.
Order.

MARVEL, Spanish barque, Capt. Estival.
Romedios & Co.

SHIPPING.

ARIAL

February 9, 1888:—

Peichi, British steamer, 881, Bradley,
Chinkiang February 4, Rio. Jardine,
Matheson & Co.

Formosa, British steamer, 687, P. Hall,
Tamsui February 6, and Amoy 8, General
Dovegas STEAMSHIP CO.

Anion, German steamer, 306, E. Aerobus,
Pakho February 5, and Holloway 6, General
Wieland & Co.

Kumamoto Maru, Japanese steamer,
1,237 E. Strand, Kuching February 4,
Coal.—Mitsui BANSEN KAISHA.

Phra Chom Kao, British steamer, 1,012,
J. Fowler, Bangkok February 2, General
YUEN FAH HONG.

DEPARTURES.

February 9:—

Chinga, for Saigon.

Bua Tan, for Bangkok.

Palamed, for Singapore and London.

Sappire, British cruiser, for a cruise.

Fidel-o, for Singapore.

Zafiro, for Manila.

CHINA.

Fulien, for Swatow.

Afghan, for Nagasaki and Kobe.

Danube, for Haiphong.

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THE CHINA MAIL.

A TELEGRAM in the *Egyptian Gazette*, dated Constantinople 10th January, says:—It is stated in a semi-official note that the authorisation to reside in Turkey given to the ex-Khedive Ismail Pasha, is foreign to every political consideration. The sole reason why it was granted was the difficulty which a Musselman is subjected to when residing in a Christian country.

The London & China Express, in its summary of events in the Far East, speaking of Hongkong says:—Extradition questions have given the usual trouble; it is evidently time a clearer understanding were come to as to the degree of proof required to justify the surrender of an accused person, and the time that will be allowed the Chinese to produce it. The prolonged incarceration of accused men while the Canton authorities are collecting and inventing evidence is little short of scandalous.

Trans was launched on the 2nd Jan from the yard of Messrs. Pearce Brothers, Dundee, a passenger screw steamer named "The Asiatic Merle," the first of a fleet intended to run upon the Japanese coast. The vessel is to be fitted with fore and aft and thoroughly balanced engines, and is expected to attain a speed of 14 knots per hour. She is built to the order and design of Mr James S. Pearson, Newcastle, who represents a large Japanese syndicate in this country.

The London and China Express of 6th Jan. says:—A few days since a telegram went the route of the newspapers stating that a British Squadron, consisting of the *Hercules*, the *Temeraire*, the *Tremieuse*, and the *Victoria*, had been obliged to put into Feral Harbour on account of the *Hercules* having suffered serious damage by striking upon a rock. It is only necessary to point out that the ships named in the telegram are at home. The *Hercules* is in Portland Harbour.

THE AMIR'S SUCCESSOR.—*Al-Ulhabad*, Jan. 18th.—A telegram dated Al-Ulhabad 18th Jan. says:—The Amir reached Jellahabat on the 14th, and handed his sword of State to his son, Abdulla, thus appointing him his heir. Abdulla has with him a large number of troops, for whom supplies are being collected. It is rumoured that he intends making an expedition in the spring against Bajour and Swat with a view to establishing his authority permanently in those States.—Colonel Abdullah Khan, the British Envoy at Cabul, accompanied the Amir to Jellahabat.

The Singapore Free Press says:—A sad occurrence took place on board the N. I. steamer *Celebes* while on her voyage from Filakap to Padang. It appears that Mr Hay, the Chief Engineer, disappeared on the morning of the 26th ult. He had been ill with fever for several days and had not been able to sleep and is said to have made the remark to one of his brother officers that he could not stand his suffering much longer. At eight o'clock in the evening of the 26th, he was given some medicine, after which he went into his cabin. He was seen later on by his boy sitting on the rail at the stern of the ship. His boy asked him to come below which he did and was never seen again. The chief officer going to his cabin at three o'clock in the morning could not find him. The ship was searched, but no trace of him could be found and as it was impossible to know where or where he had disappeared, it was thought useless to turn back and the steamer proceeded on her voyage.

COMMUNICATION WITH SOUTH-WEST CHINA.—The Irrawaddy Flotilla Company, which has hitherto had almost a monopoly of the carrying trade of Burma, has apparently been stimulated by Mr Colquhoun and Mr Holt Hallett's efforts to establish railway communication through the Shan States with the Yunnan frontier, to make another attempt to solve the problem by the Irrawaddy route, with the hope of making Rangoon a competitor for the trade of South-western China against the Siam and Tong-king routes. We understand that Captain Alfred Kinnier has been appointed to the command of a surveying expedition, which the Flotilla Company is fitting out at considerable cost to explore the upper waters of the Irrawaddy, in regions where no European has hitherto been. Confidence is once more expressed that navigable waters far up into South-west China will be found. Many geographers will be sceptical on this point, but it may be taken for granted that the Flotilla Company has weighty reasons for making the attempt. The expedition is to be well armed and fitted out, and its results will be expected with great interest.

HAMBURG TRADE.—The Hamburg correspondent of the London & China Express, writing on the 3rd Jan., says:—The trade on the river has been very much impeded by the frost, which keeps sailing vessels back, captains preferring to call for shelter at an English port, instead of venturing here. Our communication with the Far East has been limited, comprising only the *Endeavour*, *Tait*, arrived from Abyssinia, and the *Hesperia*, *s.s.*, Christianian, called for Yokohama. The berth at present occupied by the following vessel: *Victoria*, France, for Rangoon; *Patna*, *s.s.*, Olympia, *s.s.*, and *Iphigenia*, *s.s.*, all three of the *Patna* class; *Gloucestershire*, *s.s.*, for Penang, Singapore, Hongkong, and, *s.s.*, *Empress of India*, *s.s.*, for Madras, Calcutta, and *Hiroo*, *D. & G.*, for Wladiswoskow and the Amur. *Esse*, *a.s.*, *Johnsen*, *Pivote*, *a.s.*, *Nissen*, and *Ingraham*, *a.s.*, *Massey*, all three for Wladiswoskow and the Amur, and *Sachsen*, *a.s.* (*Subvention* liner), *Jaeger*, for the usual routes.

RICKSHA COOLIES AND THEIR FARES.

Another case arising out of a difference of opinion as to what is a "legal fare" came before Mr Wodehouse in the Police Court this morning. Ng Ah Ling, a ricksha coolie, was charged at the instance of Mr C. J. Bateman, head master of the Hongkong Public School, with assaulting a pupil named Henry McInnes yesterday and demanding more than his legal fare.

Henry McInnes, who is fourteen years of age, said he engaged defendant's ricksha at the Clock Tower yesterday to take him to the Sailors' Home. On leaving the vehicle at that point he gave the coolie five cents and walked away. The coolie came after him and struck him on the arm as he clutched at him to make him stop. The reason was that he wanted a larger fare. Witness refused to give more and went away. The time taken in the journey from the Clock Tower to the Sailors' Home was

not, he believed, more than fifteen minutes, although he had no means of knowing exactly.

Mr Bateman, on being asked to give some explanation of the matter, said, he heard of what the coolie had done and as his boys had had a great deal of trouble with ricksha coolies he informed Inspector Swanston. He (Mr Bateman) had done the same distance in a ricksha this morning, and the time taken was ten minutes. He paid the coolie five cents. He always gave his boys five cents for ricksha hire for the same distance, and as there had been much trouble with the coolies he determined to give this man into custody and have the charge brought before his Worship.

Inspector Swanston said he arrested the defendant this morning at Mr Bateman's request. The ricksha fare according to the regulations was five cents for a quarter of an hour and ten cents for half an hour. A good coolie could go the distance mentioned in less than a quarter of an hour; the average time would be about a quarter of an hour.

Mr Bateman, who was asked to go into the witness-box, said he took a ricksha yesterday, from the Clock Tower at a quarter to one and left the vehicle at the Sailors' Home, and walked from that point to his own house, Sunnyside, he reaching home at one minute to one. He paid the coolie with five cents. He always gave his boys five cents when they engaged a ricksha himself; sometimes, when the roads were heavy, he gave ten cents. In the summer when he had some nine boys staying at Sunnyside, there was always a difficulty with the ricksha coolies, not so much, he thought, because they considered the fare too little as that they wished to get more if they could. He had often paid five cents only and the coolies were perfectly satisfied with it. He brought this case up partly because of the trouble he had had in the summer and partly because it seemed to him to be a serious case—a case of assault as well as of demanding more than the legal fare.

His Worship—Were you aware that the assault was what has been described; more, or less, in laying hold of the boy's arm?

Mr Bateman—Yes; that was how it was described to me.

From a further statement made by the first witness, McInnes, it appeared that he had gone by the Pinya. He added that he previously had trouble with the coolies over the fare, and sometimes they had refused to take him.

His Worship said, addressing the defendant:—Your legal fare is five cents for a quarter of an hour, and you know that perfectly well. If you demand more than that illegally you render yourself liable to punishment. Ricksha coolies are very often in the habit of demanding more than their legal fare, and when they do so they will be punished. If you think the fare to small your proper course is to get it altered by Government, but as long as it remains the legal fare that is all you are entitled to. In this particular instance the dispute is from the Clock Tower to the Sailors' Home. It is along the Fraya, a public thoroughfare, and although it is possible to do it easily in a quarter of an hour, yet I am not quite satisfied that it is absolutely reasonable to expect it, and in asking for more than five cents, I am not altogether satisfied that you did what is called demanding more than your legal fare. If you did demand it in a rough and violent way of course that would have been an offence for which you would have had to be punished.

What you did was to stop him by putting your hand upon his arm and ask him for more payment. In putting your hand upon him in the way you did, I don't consider that it was intended for an assault; with a view to stopping him so much as that you wanted to stop him and attract his attention. Therefore I don't regard this as a criminal assault. In a case in which you demand more than your legal fare, and in which your behaviour is rude and insolent, I shall always, when such a case comes before me, deal with it very severely, considering that ricksha coolies are apt to be rude and insolent in their ways, and also in cases in which you demand more than your legal fare. As to this case, I am not quite satisfied that ten cents is more than the legal fare, and as I don't think you intended to criminally assault him, I shall take no notice of it; but I hope you will bear in mind what I have said.

SERIOUS CHARGE AGAINST A BANK SHREFFER.

ALLEGED THEFT OF \$3,561.

In the Police Court to-day, before Mr A. G. W., Ho Che Lung, shreffer in the Hongkong and Shanghai Bank, was charged at the instance of Mr Thomas Jackson, Chief Manager of the Hongkong and Shanghai Bank, with stealing a draft and the property of the Hongkong and Shanghai Banking Corporation.

The following evidence was taken:—

Mr H. M. Thomsett said:—I am cashier in the Hongkong and Shanghai Bank. On January 30th, I was named Lam Yam Fung presented a draft for \$3,561. It was handed on to the Chinese side of the office and the man went away, intending to return for his money. On the same day, at 9 p.m., I was in the office and I observed that there was great excitement. On inquiry I learned that \$3,561 had been paid to the wrong man, and that the draft could not be found. The comrade was away at the time, and the master was allowed to rest until he came back. I received further information on the 7th inst. and sent word to the police. The draft was the property of Lam Yam Fung. Defendant was brought to the office and I asked him what he had done with the draft. He said he had thrown it into the harbour.

To the Chairman, on the suggestion of Dr Manson, requested Mr Danby to hand in his notes, and said the Commission would be glad to consider them when they were preparing their report.

He replied to questions put by Dr Cawthill and other members, Mr Danby said he had had a great deal of experience in drainage in England. He most certainly thought the application here of the principles insisted upon by the Local Government Board in England as regards drainage would be an advantage to this Colony. The chief objection was that the drains in the Colony were not sufficiently ventilated; that was the great trouble. In answer to the question whether a covered drain would be better than an open sewer, he said a covered drain properly ventilated would not be offensive. In towns in England sewered under the auspices of the Local Government Board, there were ventilators every hundred yards, but in steep streets like those of Hongkong we ought to have them every 50 yards. He thought in principle the same rules would hold good in the tropics as in England. The more thickly populated the streets the closer the ventilators ought to be, supposing the galleries were trapped; if not, each gallery became a ventilator in some sense. With reference

to my uncle was presented by me at the Bank on January 30th. I presented it to a shreffer called Chan Kwan Shie employed at the Bank. I waited for two or three hours, and then I made inquiries, and the man in court named Mok Sui Shang told me that the draft was missing and that the money had been paid. Mok Sui Shang said also that the comrade was in Canton and that when he returned the master would be settled. On February 1st I was paid the amount of \$3,561. The money belonged to a shop in San Francisco called the Six-ki. Lam Yam Fung, my uncle, is master of that shop, and the money was sent here to be distributed amongst various people. On January 30th I saw defendant at the Bank.

Chan Kwan Shie said:—I am employed at the Hongkong and Shanghai Bank.

On January 30th the last witness presented a draft for \$3,561 to me. I put it along with the other drafts.

At this stage the case was remanded till to-morrow.

THE FEVER COMMISSION.

Of the evidence given at the meeting of the Fever Commission last night by Mr W. Danby, C. E. and Mr J. D. Humphreys, we were unable, owing to the lateness of the hour, to give more than a brief summary. We now publish a detailed account of the statements made by these two gentlemen:

Mr Danby said he had had fever in 1887, but he attributed it to the effect of the morning sun, as it came on after he had been to the new Admiralty Dock works in the morning. He ceased going in the morning and went in the afternoon, and he was not troubled with fever afterwards. He had been in his present house, Westbourne Villas, since 1876. His family left in 1884. During the whole time they were in the house they had no fever. In his own case his first attack was in July, 1881, and was brought on by exposure to the sun in setting out the trial line for the proposed Peak tramway. He had fever several times that year, but was perfectly free of it afterwards. He did not suppose the attack to be a serious one—a case of assault as well as of demanding more than the legal fare.

His Worship—Were you aware that the assault was what has been described; more, or less, in laying hold of the boy's arm?

Mr Bateman—Yes; that was how it was described to me.

From a further statement made by the first witness, McInnes, it appeared that he had gone by the Pinya. He added that he previously had trouble with the coolies over the fare, and sometimes they had refused to take him.

His Worship said, addressing the defendant:—Your legal fare is five cents for a quarter of an hour, and you know that perfectly well. If you demand more than that illegally you render yourself liable to punishment. Ricksha coolies are very often in the habit of demanding more than their legal fare, and when they do so they will be punished. If you think the fare to small your proper course is to get it altered by Government, but as long as it remains the legal fare that is all you are entitled to.

In reply to Dr Manson, and other members of the Commission, Mr Danby said even if the gullies were properly trapped, he did not think the system of ventilation by shafts at the dead ends of the sewers would be a good one if the section was made properly. The best shape was egg-shaped. The V shape was not so good as the egg shape, but the latter was very expensive to make in granite. Granite was not a good substance for sewers, because there were so many joints and the surface was rough, thus causing an accumulation of sewage to adhere to the sides of the sewers, which being first wet and then dry, became putrid and offensive. Brick rendered with cement was much better. Glazed earthenware was better still, but they did not make these pipes larger as a rule than 24 by 36 inches.

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Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. Mail Steamship *JITY*
OF SYDNEY will be despatched
for San Francisco, Yokohama, on
SATURDAY, the 11th February, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Dumaresq, and to ports in Mexico, Central
and South America, by the Company's
connecting Steamers.Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return 350.00

available for 6 months 360.00

To Liverpool 333.00

To London 338.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Package will be received at the office until
5 p.m. same day; all Parcel Package
should be marked to address in full; value
of same is required.Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.
C. D. HARMAN,
Agent.

Hongkong, February 1, 1888. 176

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIATHE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.THE Steamship *OCEANIC* will be
despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 22nd
Instant, A. M. 3 p.m.Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.All Parcel Packages should be marked to
address in full; same will be received at
the Company's Office, until 5 p.m. the
day previous to sailing.

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To San Francisco \$200.00

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O. D. HARMAN,
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Hongkong, February 1, 1888. 176

Intimations.

NOW PUBLISHED.

BUDDHISM, ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS,BY ERNEST J. EITEL, PH.D., TUNING,
THIRD EDITION,
REVISED, WITH ADDITIONS.

Price. \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884. 193

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNİNG STAR

Run Daily as a FERRY BOAT between
Pedder's Wharf and Tsim-Tsui-Tau at the
following hours:—This Time Table will
take effect from the 17th OCTOBER, 1887.N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, IER-SIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PINNACLE AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
BALLARAT, Captain E. ASHWOOD, with
Her Majesty's Mail, will be despatched
from the port of LONDON, via BOMBAY
and SUEZ CANAL, on THURSDAY, the
16th February, at Daylight.Cargo will be received on board until
4 p.m. the day previous to sailing.Parcels and Specie (Gold) at the Office,
until 4 p.m. on the day previous to sailing.Tea, Silk and Valuables for Europe
will be transhipped at Colombo; General
Cargo for London will be conveyed
to Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PINNACLE AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.The Contents and Value of Packages are
required to be declared prior to shipment.Shippers are particularly requested to
note the terms and condition of the Com-
pany's Bills of Lading.Passenger desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.E. L. WOODIN,
Superintendent.P. & G. S. N. Co.'s Office,
Hongkong, February 3, 1888. 101

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

TRIESTE, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIc PORTS.

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in

RUSSIA.

ON MONDAY, the 20th day of February,
1888, at 4 p.m. the Company's S.S.
BRUNSWICK, Captain H. BURTON,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 19th February. (Parcels are
not to be sent on board; they must be
left at the Agents' Office). Contents and
Value of Packages are required.The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to

MELOHERS & CO.,

Agents.

Hongkong, January 23, 1888. 117

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.

Vessel's Name. Flag & Rig. Destination. Remarks.

El Dorado Brit. str. Shanghai

Yangtze Brit. str.

AMoy.

In port on February 2, 1888.

MERCHANT STEAMERS.

Cito German

Dafila British

Fokion British

MERCHANT SAILING VESSELS.

Annie Reed Amer. bge.

Bastoo Brit. bge.

Clatsenbriand Brit. bge.

Claro Babyan Brit. bge.

Daniel Ger. bge.

Hak Lee Dan. bge.

Oscar Moyer Ger. bge.

FOOCHOW.

In port on January 27, 1888.

MERCHANT STEAMERS.

Carmarthenshire British

Feechow Chinese

Kowshing British

MERCHANT SAILING VESSELS.

Perle Brit. bge.

SHANGHAI.

In port on February 3, 1888.

MERCHANT STEAMERS.

Ballarat British

Bengal British

Braunschweig German

Chintung Chinese

Chungking British

Fu-gan-huk Chinese

Hai-an Chinese

Hai-tsing Chinese

Haver German

Ingo German

Kiang-pien Chinese

Kiang-yung Chinese

Kuling British

Kung-pai Chinese

Kung-wo British

Mogul British

Nanking British

Palamed British

Pekin British

Peking British

Si-nan-ning British

Sinn-cheng French

Store Nordkine Danish

Taino British

Tamsu British

Tokio Maru Japanese

Tung-chow British

Wenchow British

Yangtsze British

MERCHANT SAILING VESSELS.

Bilbar Brit. bge.

Dorothy Brit. bge.

Eclipse Amer. bge.

Hilda Brit. bge.

Kumassaka Maru Japan. bge.

M. of Marine Brit. bge.

Sin Kolgo Brit. bge.

Savoia Norw. bge.

TIENTSIN.

In port on January 7, 1888.

Argos Ger. bge.

Basto Brit. bge.

Charley Brit. bge.

Emile Norw. sch.

W. Siegfried Brit. bge.

NAGASAKI.

In port on January 25, 1888.

Kozaki Maru Japan. bge.

Polar Star Rus. sch.

Xenia Amer. bge.